

*Kenepuru-Manaroa*.—16½ chains of drains made on Manaroa Flat. No other work undertaken.

*Kenepuru Sound*.—The vote is being expended in clearing the Kaiaho Canal from silt, also the purchase of tools, &c. The work has so far proved fairly successful, and it is intended to deepen this channel 3 ft. to enable boats to pass through it at low tide. This work is now in hand.

*Waitaria-Te Matau-a-Mani*.—Five miles of this track has been graded. When the track is formed it will connect with the Crail Bay, Homewood, and Hopai tracks.

*Arapawa-Te Awaiti*.—54 chains of track formed 2 ft. in the solid, starting from Sam's Bay, Queen Charlotte Sound, to join track from Te Awaiti to Nott's Saddle.

*Nydia Bay-Havelock*.—During the year 11 miles 20 chains of this track have been formed 2 ft. in the solid, thus connecting Nydia Bay with Havelock. This is an important track, and great benefits are derived by its construction. This track will require widening to 4 ft. in the solid as funds will permit.

*Torea Neck*.—20 chains of track repaired during the year.

*Te Mehia Bay-Portage Bay*.—3 miles 60 chains of track repaired during the year.

*Onahau Bay-Kenepuru Sound*.—During the year two miles of this track, being a deviation of the main track from Onahau to the Grove, has been graded, but no contracts have been let on the portion graded, owing to one of the settlers refusing to allow the track to be taken through about 20 chains of his land without being compensated. This is the main outlet for the settlers in the Sounds, it being a much more direct route than *viâ* the Moetapu Saddle to the Grove. The total length of the new line referred to from Onahau Saddle to the Grove is about eight miles. When this track is made it will lessen the distance about eight miles, which is a great consideration when driving stock. Nearly half the length of the new line goes through a Native reserve, and the balance through three freeholds. Arrangements have not yet been completed with the various landowners consenting to the track being formed through their property. Until this is satisfactorily completed no money will be expended on construction.

*Ohinetahu-Te Mehia*.—One contract for repairs and widening track has been completed during the year.

*Tory Heads-Whitamonga-Picton*.—Two contracts have been completed, consisting of forming track 2 ft. in the solid for a length of 5 miles 63 chains, starting from the Whatamonga Saddle, to Tucana Saddle on Port Underwood side.

*Tory Heads-Whitamonga*.—1 mile 67·8 chains track formed 2 ft. in the solid, from Arrowsmith Saddle towards Te Punga Saddle, Queen Charlotte Sound.

*Hakahaka-Opihi*.—1 mile 67·8 chains of track formed, and general repairs from end of contract on track Arrowsmith Saddle to Te Punga Saddle.

*Whitamonga-Port Underwood Track*.—During the year 1 mile 45 chains track formed 2 ft. in the solid, also eight miles of track repaired, and 64 cubic yards of rock excavated.

*White's Bay-Port Underwood*.—2 miles 43 chains of track formed, being a deviation from old track starting from Ocean Bay to post-office at Ocean Bay; also 2 miles 34½ chains of track repaired.

*Robin Hood Bay-Ocean Bay*.—259 chains of track repaired; purchase of ironwork for gates.

*Ronga Valley*.—1 mile 41¾ chains of track re-formed, starting from the Brown River and going towards the Ronga Saddle; 410 chains of old track repaired; 18 chains of track fascined; 1 log foot-bridge built, 60 ft. span; 10 log culverts built, and three small foot-bridges.

*Anikiwi-Grove*.—A mile and a half of track graded.

*Double Bay*.—Two miles of track repaired, from Moetapu Saddle to Double Bay.

*Mahakipawa-Moetapu*.—2 miles 59½ chains of track formed 2 ft. in the solid; grading track, three miles and a quarter. This is a new track formed from Moetapu Saddle to eventually connect with Havelock-Grove Road. When completed it will avoid going through about 20 chains of beach, which is not negotiable at high spring tides. The whole length of the track is not formed, owing to two settlers objecting to have the track formed through their property. Up to the present time the road is not open for traffic.

*Picton-Queen Charlotte Sound*.—During the year 24 chains of track has been formed 6 ft. in the solid, leading from the Grove towards Humphrey's Bay. This is a continuation of the bridle-track Grove to Picton. Balance of work completed under the heading of "Picton-Grove Road (Mines)."

*Saltwater Creek-Fulton's Gate*.—12½ chains of road formed; 12½ chains of sea-wall built; 12½ chains of gravelling. Prior to the construction of this road the traffic was compelled to use the beach, and at high spring tides it was dangerous. This work was carried out by the Pelorus Road Board.

*Bluff Cove-Port Underwood*.—The work completed consists of making a track 3 ft. wide in solid rock, from the beach-landing at the Cove to the point at Bluff. The work completed enables the settlers to land in a boat from Ocean Bay and Robin Hood Bay. Length of track formed, 1 chain.

*Pember's Road, Pukaka*.—To give better access to the sawmilling industry at Pukaka Valley, the worst portions of the road have been fascined and gravelled: 19 chains of road fascined, and 106 chains gravelled. A further grant has been obtained for improving this road, and the work will be attended to at once.

*Picton-Blenheim (Mudford Flat) Main Road*.—During the year a portion of the Picton Road from Tua Marina towards Para has been raised about 5 ft. above the original level. This portion of road during flood-time was a sea of water, and no traffic could proceed with any degree of safety. The work completed consists of 1,851 cubic yards of embankment, 279 cubic yards of metalling, and building two concrete culverts. The work was carried out by the Picton Road Board.